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Photograph by Klio

"FINGERS WERE MADE BEFORE SEWING MACHINES!"

In new-old Latvia, ancient habits and modern progress jostle one another on every hand. Traditional peasant dress and favorite customs (such as "kidnaping" the bride in the rural "wedding game") persist in a businesslike nation of air transport, tractors, sewing machines (above) and typewriters. So up-to-date is bustling Riga, the capital, that it has a big-city noise problem, as a result of which horn-blowing, except in emergency, is forbidden, and all milk cans must wear quietening wrappers (see Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Tanganyika, Spectacular Keystone of East Africa

THE proposal voiced by Premier Chamberlain before the House of Commons—to resettle German Jewish refugees in Tanganyika, East Africa's realm of big game and great lakes —would send colonists into the largest country still administered by the British Empire's Colonial Office. All areas larger than Tanganyika now have achieved dominion instead of colonial status.

Sprawling Tanganyika, just south of the Equator, with 500 miles of coastline on the Indian Ocean, has for centuries been a land of spectacular fable and even more spectacular fact. Once known only to Arab slave-traders, who drove their groaning caravans across the country's high plateau, it was rumored to contain ice-capped volcanoes under the Equator and vast inland seas beside the African desert.

Ivory and gold came from its ports, and skins that hinted of the game which now lures hunters from other continents—giraffe and zebra, the lion, rhinoceros, and elephant. Its riches lured Germany to occupy it in spite of Arab and native uprisings, and led Belgian and British troops to conquer it during the World War (illustration, next page).

Sisal, Cotton and Coffee Chief Crops

Today Tanganyika offers 360,000 square miles of fertile plateau country, with only one acre out of fifty under cultivation. The huge territory is almost as large as France and Germany together; yet those countries have a hundred million more people. The Tanganyika census-taker recently counted five million blacks among the Territory's Bantu tribes, some 30,000 Asiatics, and only 8,200 Europeans. Of the latter more than a thousand are Germans, recalling that Tanganyika was the largest and richest of the former German colonies.

Sisal, the tough fiber used to make rope, brings four times as much money back to Tanganyika as do the annual exports of gold. Cotton and coffee are the leading breadwinners after sisal; Tanganyika plantations yield the delicate *arabica* coffee—too tender to endure the heat of lowlands—which brings high prices in the international coffee market.

Diamonds glitter among the Territory's products, but the bountiful earth gives copra, grain, sesame seeds for oil, and even the humble beeswax in such quantities that the volume of each is more valuable than the jewels. Tanganyika already sends the products of its plateau-pastured herds to the rest of the world as hides and skins and ghee, the latter being a clear butter-oil which settlers from India may have introduced as an export.

Where Stanley Found Livingstone

Tanganyika was the "darkest Africa" in which Dr. David Livingstone, the Scots missionary, was lost for two years. It was there that H. M. Stanley, star reporter of the *New York Herald*, in 1871 stepped up to a lone white man under a lakeside mango tree and started one of journalism's more famous interviews with, "Dr. Livingstone, I presume?"

The far-roving reporter's manhunt for the missing missionary captured popular imagination so thoroughly that the site of that mango tree, in the Arab town of Ujiji on Lake Tanganyika's eastern shore, is marked with a memorial shaft. A cross section sawn from the tree after it fell has been presented to the National Geographic Society, and is on display in The Society's Washington, D. C., headquarters.

Explorers less than a century ago saw their dreams of Tanganyika come true. The fabulous Sea of Ujiji was revealed as Lake Tanganyika, 400-mile-long "sea" now believed the the longest fresh water lake in the world. Lake Victoria, marking the northern frontier of the present Territory, is the mother lake of the Nile. It is broader than Lake Tanganyika and ranks as the largest fresh water lake in Africa. Lake Nyasa on the Territory's southern boundary is the second largest.

An awe-struck German missionary in 1848 was the first European to report the sight of mighty Mount Kilimanjaro on Tanganyika's northern border, a double-cratered volcano now extinct and capped with glaciers and perpetual snow. With a height of 19,317 feet, it is the topmost peak of Africa.

In Tanganyika today two of the lakes have steamer service, and 1,377 miles of railroad offer a cross-country ride from the coast to Lake Tanganyika in 44 hours, with a possible side-trip by rail to Lake Victoria's southern shore. The shorter of the country's two railroads runs inland from Tanga on the coast to Moshi, at the foot of Mount Kilimanjaro.

The prospective Cape-to-Cairo highway, part of which is now in use, is to run through the

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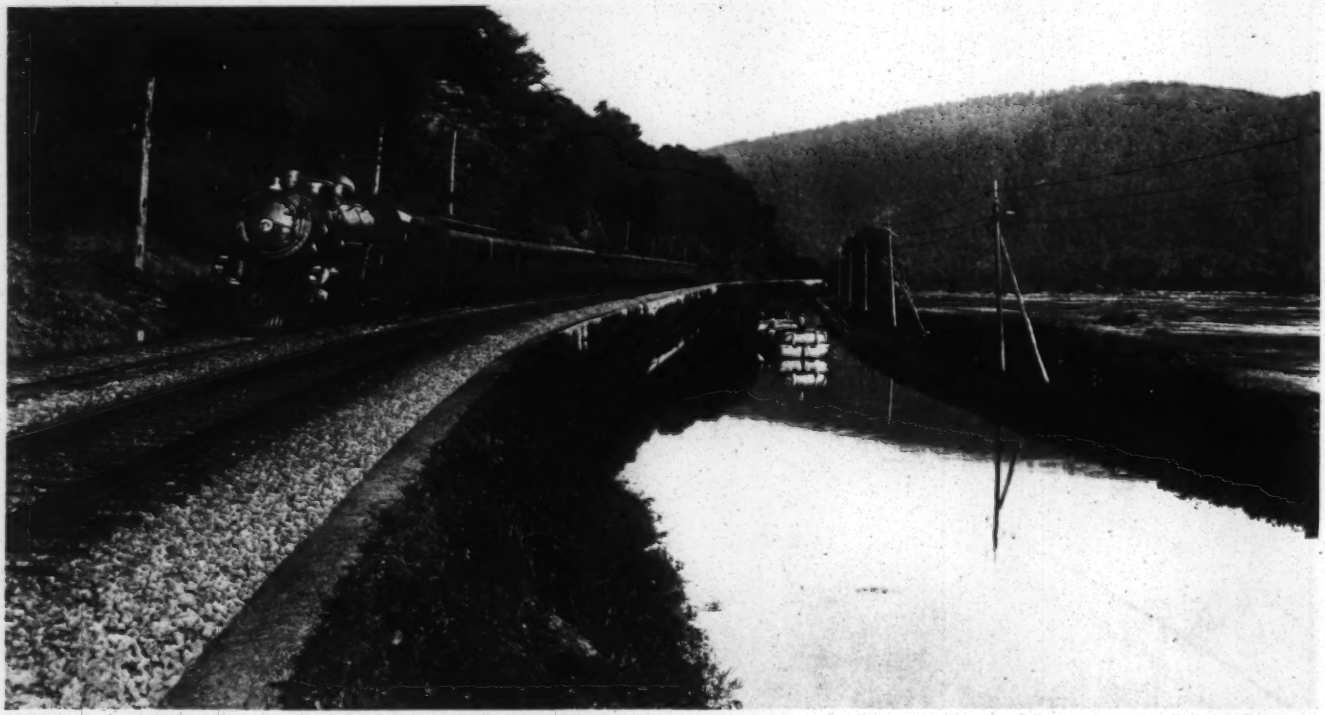

Photograph Courtesy Baltimore and Ohio Railroad Company

THREE HISTORIC ROUTES TO THE WEST—B. & O. RAILROAD, C. & O. CANAL, AND THE POTOMAC

This photograph was taken when the canal was still filled with water and had a fair volume of traffic in barge-carried coal, hay, potatoes, apples, and other merchandise. The railroad, started long after the canal, beat the latter into Cumberland by eight years. A few of the old canal barges, towed by mules, have survived. New plans for the waterway call for a Federal recreational area, with boating, fishing and picnicking in the summer, and skating and hiking in the winter (Bulletin No. 3).

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Diamonds-and-Sugar Colony of British Guiana as Jewish Refuge

GREAT BRITAIN'S plan to lease 10,000 square miles of tropical British Guiana to exiled Jews from Germany directs attention to a miniature "Promised Land" in the New World.

The British share—the westernmost and largest—of the Guianas, adjoining Venezuela on the top of South America, has a total area larger than England, Scotland, and Wales together. Yet the population is little more than 300,000, or about three people to a square mile. (In contrast, Germany has about 350 people per square mile.) Georgetown, the capital, accounts for one-fifth of the entire colony's inhabitants.

Sugar, raised in a narrow coastal strip diked against the sea by 17th century Dutch settlers, is the chief product of British Guiana. But the inland reach, penetrating 500 miles into the South American continent, has mineral and forest wealth practically untapped because of the difficulty of transportation.

Wall-Like Edge of Plateau Halts River Traffic

Over two million ounces of gold and two million carats of diamonds have been brought out of British Guiana's jungle hinterland. Exports of bauxite ore for aluminum now rival the value of sugar exports. But almost nothing has been done with reported deposits of manganese ore, oil, and mica, because most of the rivers—only lines of communication into the mountains of the interior—are interrupted by a sudden wall-like edge of the interior plateau, over which plunge some of the highest and most spectacular waterfalls in the world.

There are only 79 miles of railroads in a region larger than Kansas. The whole colony's complex river system offers a mere 450 miles of navigable waterway. The Government has built a cattle trail from the grassy savannas around Annai to the Berbice River to link highland pastures with meat consumers on the coast. Exports of balata gum (a wild rubber), tough greenheart timber and other tropical forest products are limited by the hardships of shipping them down through the jungle to the coast.

Not one person out of twenty is of European stock. Among these, Portuguese are most numerous, although England has ruled the colony since taking it over from The Netherlands in 1814.

Diamond Mines Deep in Jungle

By now the number of native Indians has dwindled to a mere two per cent of the population, and East Indians—imported as laborers from the British and Netherlands possessions in Asia—now account for 40 per cent. Their presence is reflected in flooded rice paddies in the coastal lowlands, and the yearly export of thousands of tons of rice.

The other important population factor is made up of the negro descendants of slaves on cotton and coffee plantations a century ago. Slavery was abolished in 1834 (three decades in advance of the United States), and thereafter sugar cane ousted cotton entirely, as well as most of the coffee, from the agricultural scene.

British Guiana is striped with variations caused by altitude and distance from navigable waters. The rich and populous coastal plain is a green region of water-laced plantations—sugar, rice, coconuts, coffee, cacao for chocolate, limes, and rubber, in the order of their importance. Open grass savannas on the upland mountain slopes give pasture to a few cattle with zebu blood and fewer sheep.

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north-south axis of the Territory linking the adjoining countries of Kenya and Rhodesia. It crosses the Central Railway at Dodoma, a transport center near the eastern border of Tanganyika's highlands.

The upland country, comprising by far the greater part of the Territory, is cooler than the coast lands and therefore more agreeable for white settlers. Here are the large plantations, alternating with patches of smaller native farms. Two scourges discourage even highland dwellers in Tanganyika: drought, which irrigation has not yet had a chance to relieve, and the tsetse fly, carrier of sleeping sickness fatal to animals and man. The tsetse fly is fought by cutting away the "bush," or scrubby forest, which it infests.

Moorish Style Government Buildings

The capital—Dar es Salaam (Arabic for "Haven of Peace")—stands halfway down the coast. It has fewer than a thousand European inhabitants, and only 25,000 in all. Established in 1862 by the Sultan of Zanzibar, the city was taken from him for a German garrison town in 1887, and shelled by the British Navy in 1914. During the World War the Germans sank one of their own ships in an effort to block the "Haven of Peace" to all comers. Today the town has government offices of Moorish-style architecture, a palm-shaded native quarter, and a main street—Acacia Avenue, lined with flamboyant trees covered in season with flame-colored blooms.

Tanganyika's five million natives belong to 119 tribes, the names of which sound like a witch doctor's incantation: Gogo, Chaga, Turu, Ha, Zinza, Bena, Hehe, Irangi. The two tribes of the Sukuma and the Nyamwezi, however, account for one-fifth of the people. Their languages are all versions of Bantu, but the Swahili speech, imported from Zanzibar, is generally understood by all of them.

Note: See also "Flights from Arctic to Equator," *National Geographic Magazine*, April, 1932; "Cairo to Cape Town, Overland," February, 1925; and "Transporting a Navy Through the Jungles of Africa in War Time," October, 1922.

Tanganyika and its neighbors may be located on The Society's map of Africa, copies of which are available at 50c (paper) and 75c (linen).

Bulletin No. 1, December 12, 1938.

Photograph by Frank J. Magee, R. N. V. R.

THE LITTLE BRITISH "FLEET" THAT DEFEATED THE GERMAN "NAVY" ON LAKE TANGANYIKA

One of the most amazing military exploits of the World War was the carrying of these two motor gunboats overland through the dense jungles of Belgian Congo. With only 28 men the expedition succeeded in clearing the area of enemy forces, and opened the way for the conquest of this former German colony by land troops. Tanganyika is the longest fresh water lake in the world—400-odd miles—and forms part of the boundary between Tanganyika Territory and the Belgian Congo.

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Historic C. & O. Canal To Become a National Playground

IN THIS day of new air routes, super highways, and streamlined train travel, it seems odd that a canal, the slowest mode of transport, should be restored. But the canal in this instance is the old Chesapeake and Ohio, which winds through some of the most beautiful scenery in eastern United States.

This historic waterway begins at Washington, D. C., and runs via Harpers Ferry to Cumberland, Maryland. It was purchased recently by the Federal Government and is destined to become a national recreational area, providing boating, fishing and picnicking in the summer months and skating in the winter.

Ghosts of America's pioneer past watch today over the crumbling, half-filled water ditch that is the Chesapeake and Ohio Canal. Painfully it limps and twists for 186 miles, recalling that it once was a "main line" on which floated freight and passengers and high hopes of young America's surging westward drive.

Fathered by George Washington

Millions of dollars were collected—and lost—in digging this inland waterway that meandered past comfortable taverns, quaint lock houses (illustration, next page), and over stone-arch aqueducts during one of the most dramatic and colorful periods in the history of the country.

With its development were linked the names of many political and business leaders of the young republic, including George Washington and John Quincy Adams. In the century of its active lifetime, between the 1820's and the 1920's, it saw four conflicts—the Mexican, Civil, Spanish-American and World Wars.

Long before the opening of the nineteenth century George Washington, after exploring and surveying the rich Potomac River region, dreamed of building a flowing road across the mountains to the undeveloped west beyond. Promoter, stockholder and president of the "Potowmack Canal Company," which would, he told the Virginia Legislature, provide "an open highway to the sea for all time to every people," Washington did not live to see his dream realized.

Virginia Section Abandoned

Soon after his death, the "Potowmack Canal" was opened around the rapids at Little and at Great Falls, on the Maryland and Virginia sides respectively. For a time, then, the operation of this canal made Georgetown (now a part of Washington, D. C.) a prosperous port. When the Potowmack Company passed into the hands of the Chesapeake and Ohio Canal organization, the Virginia locks were abandoned.

Using only that section of the original canal which had by-passed Little Falls into Maryland, the "C. & O." set out, in 1828, to make Pittsburgh the western terminus by paralleling the Potomac on the Maryland shore. From the very beginning there were financial and construction setbacks. Even the opening exercises were stalled when President Adams snagged his ground-breaking spade on a root and made two vain attempts before conquering the stubborn earth.

In the meantime, while the Chesapeake and Ohio was inching toward its objective, with frequent stops for financial breath, faster means of communications played the successful rôle of hare to its tortoise. Rail builders headed due west in competition with the canal, their trains speeding freight and passengers ten to twenty miles per hour faster than the canal boats (illustration, inside cover).

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The dank British Guiana jungle, so vividly described by William Beebe, closes in around the pastures, penetrated only by the rivers—haunt of the boa constrictor and the deadly bushmaster. Only the rich Mazaruni diamond fields could compensate pioneers for the three weeks of river travel through overhanging jungle to British Guiana's wild interior. Before diamonds gave lustre to the colony's prospects, the chief lures were nuggets of gold washed out by patient placer mining.

Georgetown Has Four Seasons, Same Temperature

The town of New Amsterdam, at the mouth of the Berbice River in the east, is the only settlement of any size except the capital. Seventy miles up the coast to the west, at the mouth of the Demerara River, stands Georgetown, seaport with a population of 66,000. It is chief city of the whole Crown Colony and regular port of call for freighters loading the colony's exports of sugar, molasses, rum, rice, and minerals.

Although it is cooled by trade winds from the Atlantic, Georgetown has a year-round temperature varying only two or three degrees from 80 in the shade. The four seasons change from wet to dry instead of from hot to cold.

Note: Additional material about British Guiana can be found in "Hunting Useful Plants in the Caribbean," *National Geographic Magazine*, December, 1934; "New World To Explore," November, 1932; "Skypaths Through Latin America," January, 1931; "Scenes in South America," October, 1921; and "Kaieteur and Roraima," September, 1920.

See also The Society's new Map of South America, copies of which can be had at 50c (paper) and 75c (linen).

Bulletin No. 2, December 12, 1938.

Photograph by P. H. Dorsett

CANALS ARE REMINDERS THAT BRITISH GUIANA WAS FORMERLY DUTCH

Settlers from the Netherlands helped create the rich plantations along the colony's 270 miles of Atlantic coast. One contribution was a 30-mile sea wall ten feet high, with sluices to drain irrigation canals into the sea at low tide and keep sea water out at high tide. The marshy grasslands which stretch along the Demerara River are crossed by canals, and used as pasture for cattle that graze knee-deep in water among the lush grasses of the rainy season. In the illustration, Dr. David Fairchild, noted naturalist and author of "The World Was My Garden," holds a ten-foot leaf of the Mauritia palm, groves of which dot the Guiana savannas. Dr. Fairchild prospected this little-known region for plants useful to man.

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Latvia Carries on "Business as Usual" Despite European Tension

A BIRTHDAY along the Baltic, recently celebrated by the Letts on the twentieth anniversary of Latvia's independence, finds one post-war republic at least carrying on "business as usual" over the powder keg of central Europe. The birthday ceremonies were made the occasion of a plea from the land of the Letts for a united Baltic front against mixing in Europe's already well-stirred problems.

Sandwiched between Estonia and Lithuania, west of Soviet Russia and north of Poland, Latvia is a central link in the chain of nations that rims north Europe's Baltic Sea.

Latvia About Size of West Virginia

For more than a thousand years its people—today some two million strong in an area about the size of West Virginia—have played a more or less rebellious role in continental affairs.

Just one week following the first Armistice Day in 1918, modern Latvia (freshcut from the old Tsarist Empire, along with Finland, Estonia and Lithuania) declared her independence. The Letts themselves, however, were at that time by no means newcomers in Europe's social scheme.

Back in the eighth century, they had had their own culture, royalty, weapons, and fortified settlements. Coming under German rule in the Middle Ages, Latvia was later divided between Poland and Denmark. In the 17th century part of her territory was annexed by Sweden, passing later, with the rest of the country, to Russian control.

Under the Tsar, as under other conquerors, the Letts were a stubborn and rebellious minority, clinging to their traditional way of life. The World War gave the rebels their chance. In the tug-of-war between conflicting interests that followed the Russian Revolution, Latvia proclaimed her independence, recognized by the Supreme Council of the Allies in 1921.

That same year she became a member of the League of Nations, and has taken part enthusiastically in League activities ever since.

Industries Start from "Scratch"

With all industry destroyed in the World War, and nearly 40 per cent of her population lost, the new Lett Republic set to work rebuilding the nation. In its first decade, the government signed with associated countries numerous trade, transport, and other treaties.

A comprehensive "Agrarian Reform" was put through, splitting up huge estates into more than a quarter-million small farms.

Today, although Latvia is still primarily farm land, the old industrial life is slowly but steadily reviving, based on solid resources in timber, livestock and farm products.

A brisk tourist trade is developing, thanks to picturesque peasant traditions that linger on in costume and habit, plus nature's generosity in the way of outdoor sports facilities, and health and vacation resorts.

Unemployment is low. There is a nation-wide building boom, especially marked in the chief seaport and capital of Riga.

According to 1938 reports, foreign trade has picked up considerably, and business in general—while more or less dependent on the state of the world's family of nations—is active and on the upgrade.

Economic penetration by Germany is an old story in Latvia; German exports

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Struggling into Cumberland about the middle of the 19th century, the C. & O. Canal abandoned forever its Pittsburgh goal.

The venture was never a great money-maker, costing about eleven million dollars and taking nearly a quarter of a century to build. Yet after the canal was opened for through navigation in 1850, it did a considerable business for years, hauling coal, hay, merchandise and other freight, along with travelers and an occasional excursion party from the Capital and near-by towns.

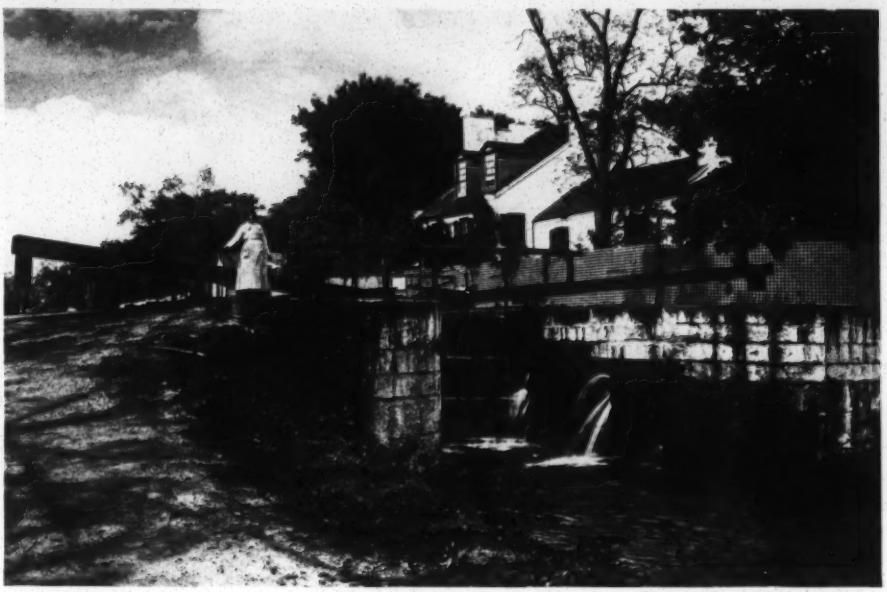
Repaired after two disastrous floods, in 1879 and 1888, the canal was closed in 1924, after another ravaging flood. Final *coup de grâce* was the 1937 flood when the Potomac rose to unprecedented heights, tearing gaping holes in its banks, breaking locks, and leaving indelible marks on the old canal.

As Uncle Sam begins work on the project, plans are under way to make this region a historic memorial of old taverns, lockhouses, bridges, and other landmarks of early American life.

The towpath, along which barefoot canal boys once urged their patient mules, is to be turned into a hiker's trail. Waters will be stocked with fish, and picnic grounds provided. Banks washed out by the floods will be rebuilt; and in operation again will be locks through which canoeists in modern bathing suits may pass as in the days when ladies in bonnets and hoopskirts raised their beruffled parasols against the sun.

Note: Additional information and photographs of the Chesapeake and Ohio Canal can be found in "Roads from Washington," *National Geographic Magazine*, July, 1938; "The Great Falls of the Potomac," March, 1928; "A Maryland Pilgrimage," February, 1927; and "The Sources of Washington's Charm," June, 1923.

Bulletin No. 3, December 12, 1938.



Photograph by Clifton Adams

EVEN A WOMAN COULD SWING THE BALANCED LOCK GATES

Beyond the leaking walls of the lock can be seen one of the quaint taverns which were built along the canal to provide meals and rooms for travelers when the Chesapeake and Ohio canal was a highroad to the west. Under the federal recreation plan many of these old-fashioned inns will be restored. As along the Thames River in England, lock houses will offer, in time, not only atmosphere to the student and subject matter for the artist, but also meals, rest and play. At present only an eight-mile stretch, between Great Falls and Seneca, Maryland, is being developed.

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Fire Sears Marseille, Second City of France

MARSEILLE, France's second largest city, is clearing away debris and ruins from the worst fire in its long history. Fanned by a mistral (strong wind typical of Southern France), the blaze took a toll of nearly a hundred lives and destroyed several acres of buildings.

During the first panic of the catastrophe, an official hearing brought out, streets were so jammed that it was over an hour before troops could clear a way for fire fighters. For the blaze struck at the heart of downtown Marseille, the famous Cannebière, a street which condenses Broadway and Fifth Avenue—in a thrifty French fashion—into three blocks of leading hotels and fine shops.

The Cannebière is known around the world as the throbbing main artery of the most important port of France. The street is a funnel through which longer main thoroughfares pour their traffic into the waterfront sections. It leads straight to the Old Harbor, the relatively small bathtub of a basin which until 1884 had been the port's best anchorage for 2,400 years.

Marseille Hemp Once Hoisted Sails on the Seven Seas

A half-million travelers annually embark or land along the Marseille quays, and few of them escape carrying with them to their destination a memory of the broad but crowded Cannebière. Its name comes from the Provençal word for hemp, *cannabé*, recalling that the street's picturesque industry once was twining hemp into rope, in the days when Marseille rope hoisted sails on the seven seas and Marseille cables dropped anchors in the world's ports.

Marseille is Asia's gift to France. Historians say that Phoenicians from Asia Minor settled there even before Greek traders arrived to build the snug little port of Massalie into a rival of ancient Carthage. When Julius Caesar pushed his Gallic wars eastward, the city was strong enough to defy him—for a while. When French King Louis started out on the eighth attempt of Christians to seize Jerusalem from the Moslems, the waterfront of the thirteenth century Marseille supplied galleys enough to float the entire crusade. Modern trade roofs whole villages in Asia Minor with red tiles from Marseille.

The Suez Canal, opening in 1869 a straight narrow corridor to eastern trade, is so important to Marseille that the vice president of the Suez Canal Company is usually a Marseillais.

Count of Monte Cristo Recalled at Chateau d'If

The Marseille Chamber of Commerce as early as 1650 launched a movement to promote trade with Africa. After the Barbary pirates' control of shipping along North African shores was broken, Marseille grew to be the French gateway for commerce with the four million square miles of African colonies and dependencies. In addition, Marseille is the nearest entrance for trade from French Indo-China and Syria.

As a result, Marseille has become a sort of San Francisco to France—a colorful and exotic port on the opposite side of the country from the chief city, building a culture of its own on the alien products and foreign population washed upon its shores by the tides of commerce. The streets of Marseille are thronged not only with the Marseillais—loyal Frenchmen whose name now belongs also to the country's national hymn, *The Marseillaise*—but with Spaniards, Sicilians, Syrians, Algerians, and Tunisians.

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rank first among this northern country's purchases, and include salt, iron, coal, steel, farm machinery, tools, automobiles, and chemicals.

Last year the United States followed in fourth place behind Germany, Great Britain and Belgium in the list of sellers to Latvia.

Note: Additional descriptions and photographs of Latvia are to be found in "Flying Around the Baltic," *National Geographic Magazine*, June, 1938; "Latvia, Home of the Letts," October, 1924; "The Battle-Line of Languages in Western Europe," February, 1923; and "The Races of Europe," December, 1918.

See also The Society's wall map of Europe, copies of which may be obtained at 50c (paper) and 75c (linen).

Bulletin No. 4, December 12, 1938.

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DAIRY-MADE "GOLD" IN LATVIA IS CREAM, BUTTER AND CHEESE

Second in Latvia's export trade, butter is shipped to Great Britain and Germany. The latter country, home of the much-publicized slogan, "Cannon Instead of Butter," takes about 5,000 tons of Latvian butter annually. All export business in Latvian dairy produce is now handled by a government-controlled company.

Marseille long has been called France's "Gateway to the Orient." Of the 6,700 ships which anchor at her docks annually, many bring tea, coffee, and spices from French Indo-China and other parts of the Far East. From North Africa come cargoes of wine, olive oil, and leather goods. Nuts, especially almonds from Italy, and dried fruits from Spain and Yugoslavia, pour into the port. Ships, sailing from Marseille to some 200 ports of the world chiefly carry textiles, machinery, and flour.

Those who remain a while in Marseille find much to interest them. Picturesque wharves and houses cluster around the sail-flecked Old Harbor. From there, launches take one to a tiny isle lying outside the harbor, site of the Chateau d'If, of Monte Cristo fame. On a hill high above the city stands the basilica, Notre Dame de la Garde, bearing, like a sentinel to sailors, a tall gilded statue of the Virgin.

Tired of sightseeing, visitors relish Marseille's typical dish, *bouillebaisse,* a highly seasoned fish chowder.

Note: Information about Marseille and southern France is contained in "Across the Midi in a Canoe," *National Geographic Magazine,* August, 1927; "Carnival Days on the Riviera," October, 1926; "Camargue, the Cowboy Country of Southern France," July, 1922; and "The Beauties of France," November, 1915.

See also in the GEOGRAPHIC NEWS BULLETINS: "Celebration for Saints Brings Gypsies to Southern France," week of November 21, 1938.

Bulletin No. 5, December 12, 1938.

Photograph by Maynard Owen Williams

THE PROVENÇAL FROM THE PROVINCE BEYOND MARSEILLE IS RARELY PROVINCIAL

Marseille is the port for the gay and cosmopolitan resorts of the French Riviera, and foreign money and visitors arriving there for holidays have helped to modernize the entire province. Quaint customs and costumes of the Provençals have been almost forgotten. To save the picturesque native practices, women of Provence villages hold singing festivals, wearing the peasant dress of bonnet, shawl, apron, and the broadbrimmed hat (half-hidden, right) that fits over the ruffled cap.